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Hongkong, 24th July, 1905. [a1454]

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Hongkong, 29th July, 1906.

NOTICE TO CORRESPONDENTS.

On July 21st, at Shanghai, the wife of H. STANLEY, of a son.

On July 21st, at Shanghai, STEVEN MANN NELSON.

HONGKONG OFFICE: 10A, DES VUEX ROAD C LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 30th, 1906.

There is a considerable element of the romantic in the story of Dreyfus and his faithful ACHATS Colonel PEQUART. One of the most distinguished soldiers of his day, he seemed destined to attain the highest honours of the army; personally a man of high motive, he was above making himself by popular arts the idol of the crowd, and above all he was a conscientious Jew; and these two disqualifications procured him a host of enemies amongst the upper ranks of the French army. So distasteful did his rising reputation become amongst these classes, and so little did he lend himself to the arts of the popular hero, that his rivals found comparatively little difficulty in trumping up a series of charges against him, and even succeeded in persuading some of those in authority that he had been engaged in what in a soldier's eyes is the greatest and most dishonourable of crimes—that of selling abroad the innermost secrets of the military organisation of his country. Being a Jew, it was hastily concluded that he could be no true Frenchman at heart, and though on the other hand he was known to be sufficiently wealthy to be above the temptation of trafficking for filthy lucre his country's secrets, the mere fact of his being charged with so abominable a crime by those who

were apparently in a position to form a judgment, not altogether unreasonably distracted the attention of his countrymen from enquiring too closely into the grounds of the accusation. He was hurriedly taken before a court-martial, where he was given little or no opportunity of defending himself, and the charges being announced to be proved he was condemned to be expelled from the army; and to mark the national disgust at so heinous a crime his expulsion was marked by every ceremony of contempt to which a soldier who had once attained honourable distinction in his profession could be subjected. Naturally concluding from the circumstances that Dreyfus had met with his just deserts, although the English people looked in pity at the loss of so honourable a reputation as he attained in the army of a friendly nation, they coincided in the expressions of contempt passed on him by his own fellow-officers and by the nation at large; and by and by, as a part of his dishonourable punishment Dreyfus, under a word of remembrance, was sent to repeat his supposed crime, and subjected to the living death of being imprisoned in the Isle du Diable, a lone island off the coast of South America, where none but criminals of the blackest dye were ever imprisoned. But Dreyfus, though condemned by the almost unanimous voice of his fellow-countrymen, had a few friends who left no stone unturned to vindicate his honour, and by and by strange rumours began to float about, which cast serious reflections on the good faith of his accusers. The philanthropic, though often mistaken, desire of the English people to help a hunted dog over the stile now came to the front, but in this instance it was aided by another feeling. As a nation the English are accusd from many centuries of constant practice to weigh the evidence, more especially in a criminal case; and reviewing the evidence herein the evidence for the accusation seemed particularly slender. That a deliberate judgment given by a carefully chosen court-martial should be reviewed in a sceptical spirit by another nation, however friendly, grated on the susceptibilities of the French as a nation; and not improbably tended to render a review of the judgment more difficult. Amongst a section of the people it, however, acted as a spur to their exertions to rehabilitate Dreyfus, whom they felt to be unjustly condemned. Still the general feeling was hostile to England, and undoubtedly increased the jealousy which had intervened between the two peoples. By degrees the efforts of Dreyfus' friends, assisted, there is little doubt, by the persistence of British public feeling as to the inadequacy of the evidence brought forward by his accusers, resulted in a review of the case. Maître Dreyfus, Dreyfus' able defence, aided by the courageous and self-sacrificing persistence of his friend Colonel PEQUART, so far convinced the Court of Cassation that the verdict was practically reversed, even if not formally quashed, and Dreyfus was permitted to return, without, however either he or his friend PEQUART being restored to rank. But the revision did more, for it showed that disgraceful and dishonourable crimes, amounting to forgery and perjury, had been committed to bring about the first verdict. One of those more immediately implicated, to save further enquiries, actually committed suicide.

The irritation caused throughout the country, partly by some supposed intended insult on the part of Great Britain, was, however, so intense that the Government of the day did not feel itself justified against public feeling in at once reinstating Dreyfus, and its necessary concomitant putting back Col. PEQUART. Gradually, however, the feeling that after all the people of England were right, and that the interest they felt in a matter affecting the honour of France was, so far from being dictated by motives of jealousy, really the result of a friendly feeling in desiring to see a spot removed, began to tell on the better feelings of the nation, and was, there is little doubt, one of the things that led up to a desire for a better understanding. When at last that better understanding came about to the mutual satisfaction of both, whose sole ground of wonderment soon came to be that, in the midst of mutual recriminations continued for many years, not one of which ever gave the slightest foundation for a serious quarrel, there should have been misunderstandings at all; it was but natural that the Dreyfus affair should come up. The manner in which it did arise shows how effectually the old feelings have passed. It is satisfactory to find that as between the two peoples the matter has never been for a moment the subject of discussion of any sort. The French Government has treated it as entirely a matter in which France

alone is concerned; and laying the affair before the Chambers not one dissenting voice was raised, and the nation itself determined to restore both of the principal actors to their full rank without reflection, and without discussion. For Major DREYFUS and General PEQUART our feelings are those of sincere congratulation; and for the French people one of undisguised admiration.

The plague list now numbers 880 cases.

Shipping continued very dull last week. Steamers of all sizes continue to be unemployed, says one report.

Regulations governing the treatment of patients in Asylums, and the water service, are published in the current *Gazette*.

The names of Messrs. L. G. Bird and A. R. Austin have been added to the Colony's list of authorised architects.

Monday, August 6th, is to be observed as a holiday by the Government departments. The exchange banks will also be closed.

The *Universal Gazette* of July 24th announced that Victor Chou Fa had received notice from Peking that he may be transferred to Canton.

The body of a Chinese boy was found floating in the harbour on Saturday morning. It was recognised by his father, who said the boy was drowned a few days ago during the gale.

A Tokyo telegram to the *N. C. Daily News* says: General Baron Terauchi, Minister of War, has been appointed to succeed the late Viscount Kodama as Chairman of the South Manchuria Railway.

The *South-China Daily Journal* says the Board of Revenue refuses to recognize the statement of expenditures incurred in suppressing the Kuangsi rebellion as submitted by Viceroy Shun, on the ground that it is improperly rendered.

Seven thousand five hundred gallons of wine were poured into the River Necker on June 28th. The owner, a wine merchant, named Leonard, of Edington, had been found guilty of wholesale adulteration by the court, which ordered his stock to be destroyed.

H.E. the Governor, with the advice of the Executive Council, has been pleased to appoint Mr. David Wood to be a director of the Widows and Orphans' Pension Fund in succession to Mr. E. C. Lewis, absent from the Colony.

Under section 49 of the New Territories Land Ordinance, No. 3 of 1905, a regulation has been made by the Governor in Council that upon the issue of any writ of summons by a landlord against a tenant for the recovery of rent, a fee of \$1 shall be paid to the Assistant Land Officer, and shall be recoverable by the landlord as costs in the action.

H.E. the Governor has been pleased to declare under section 5 of the Asylums Ordinance, No. 4 of 1905, the Government Asylum to be an asylum for the detention, custody and care of persons of unsound mind. He has also appointed all persons now holding, or who shall hereafter hold, the office of Justice of the Peace, to be visitors of the Government Asylum.

The court-martial appointed to inquire into the surrender of troops on board the *Kashan Maru* May, 1904, has delivered its verdict. The *N. C. Daily News* is informed by telegram that two lieutenants in command, a naval paymaster and two captains in the army have been cashiered, and three lieutenants in the army have been cashiered and stripped of their decorations. Three junior military officers have been cashiered.

An inquest was held on June 29th at Bathurst on Alfred Cole, a toy drum maker, who committed suicide because he had been ruined by German competition. He left a letter in which he wrote: "I am sorry to give trouble, but my business has got so much trouble for the last ten years that I feel I can stand it no more. I am a victim to foreign competition. I have fought it hard for years, but it has brought ruin in sight and nothing but worry." A cautious contemporary suggests that the tariff reformers seem to be awaking hope.

A citizen of a Wexford town who recently became the proud father of a son humorously wrote to his brother: "A handsome boy has come to my house and claims to be my nephew. We are doing our best to give him the welcome due to such a relation." Promptly came the reply: "Anyone who was not an absolute fool would know enough of his brother's affairs to realise that I have not got a nephew. The young man is an impudent impostor. I strongly advise you either to kick him out of the house or to give him in charge."

"A revival all along the line," says one of Saturday's reports on the yarn market, "be it Bombay or Hongkong or Shanghai." The same report adds: "Merchants are still sceptical as to what extent credence should be placed on the recent Japanese announcement to open Manchuria to foreign trade from the first of September next. Japanese dealings in Nanchang and Dalny are still fresh in the minds of foreign merchants. Until now Japanese merchants have been accorded good footing in Manchuria, and their prior settlement will be to no small detriment of the other foreign merchants. All the same, if once Manchuria is opened on equal footing to all, then will be greater and wider field of business and sufficient scope for all. This is no doubt very happy news for dealers in yarn, for it will in time come naturally relieve local holders of their heavy stock and signs of such improvement are perceptible from now."

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

GREAT BRITAIN'S NAVAL PROGRAMME.

*LONDON, July 27th.

The Naval programme includes three ships of the *Dreadnought* type; two ocean-going destroyers; twelve coastal destroyers; and eight submarines.

The Estimates show a reduction of £2,500,000 compared with last year's Estimates.

*This message as published in Saturday morning's "Extra" was misleading as to the first four items, owing to the omission of the first figure by the *Telegraph* Co.—[E.]

[REUTERS' SERVICE.]

RUSSIA.

LONDON, July 26th.

An official statement issued in St. Petersburg, justifies the dissolution of the Duma on the grounds that it, from the outset, overstepped the limits of law, consistently discredited the Government, attempted to usurp an executive power, and raised unrealistic hopes by their agrarian programme.

*LONDON, July 27th.

General Stolypin, interviewed by Reuters' representative, said that the Tsar was resolved on a policy of strong-handed reform. Reaction was furthest from the Tsar's wishes, but the revolutionaries must be thwarted. General Stolypin relied on the innate patriotism of the mass of the nation, and believed that the appeal of the Tsar to them would result in the effective repression of anarchical forces. When the Cabinet was complete, it would produce an exhaustive programme covering the land question. No steps would be taken against the Members of the late Duma, unless they attempted to agitate. The Tsar had dissolved the Duma with the utmost reluctance when he found that nothing useful could be expected from them.

THE EDUCATION BILL.

LONDON, July 26th.

The Report stage of the Education Bill has been completed by the application of the clause.

RUSSIAN STOCKS.

LONDON, July 26th.

Russian stocks are recovering.

THE SITUATION IN EGYPT.

LONDON, July 26th.

Sir Henry Campbell-Bannerman presided at a meeting of the Imperial Defence Committee, at which it is understood, the situation in Egypt was considered. Lord Cromer and General Sir Francis Wingate, the Governor General of the Sudan, attended.

THE BRITISH NAVY AND THE HAGUE PEACE CONFERENCE.

LONDON, July 27th.

Mr. Robertson in the House of Commons, said that there was a unanimous opinion on the Board of the Admiralty that the ship-building programme should be reduced as follows: three, instead of four, *Dreadnoughts*, two, instead of five, ocean-going destroyers, and eight, instead of twelve, submarines. This reduction would save £2,500,000. Referring to the forthcoming Hague Conference, the Government, bearing in mind the resolution already passed by the House of Commons favouring a reduction of armaments, proposed to lay down for 1907-1908 two armoured, instead of four armoured, ships, with provision for a third to be laid down, if the Hague Conference proved abortive. This was done in order to emphasize the good faith of the Government at the Hague Conference. This, however, did not exhaust the possible economies which the sea Lords recommended. The reductions, it was unanimously agreed, would not imperil the balance of sea power. Another factor in the case was that there had not been that progress in foreign navies which the Admiralty had anticipated when the Estimates were framed a year ago. The Unionist members doubted whether the sea Lords had made the reductions of their own free will, and predicted that the dream of the Government of an international peace was doomed to early extinction. Sir Henry Campbell-Bannerman said that no one wished the navy to be weaker, but extravagance did not secure efficiency.

CHIEF JUSTICE OF THE STRAITS.

LONDON, July 27th.

Mr. Hyndman Jones has been gazetted Chief Justice to the Straits.

CANTON.

(FROM OUR CORRESPONDENT.)

July 26th.

A MATTER OF WAR.—The On Ng Po reports that the Yuet-Han Railway Company has received a telegram from Tientsin stating that China Tin-yau is holding two positions as Chief Constructor and Vice-President of the King-Cheong Railway and that he is receiving a salary of over £1,000, besides travelling expenses. If the Yuet-Han Railway Company can give him better remuneration, it is possible to obtain his services.

CAUGHT AT LAST.

A notorious robber named Chang Ham-yueh-chuen, who is a native of the Tung Kua District and who has committed various crimes in China, has been hiding in Annam for several years. A reward of several thousand dollars was offered for his arrest. Recently he was arrested in Annam. The Chinese authorities have obtained his extradition through the French Consul.

THE BOAT POPULATION.

Since the establishment of the Water Police, only about 2,000 boats have taken out licences and have been numbered. Now the Water Police authorities have again issued a proclamation urging the boat people to take out licences for their boats. A boat failing to take out licence after the 20th day of the sixth moon will be fined. The fine will be \$25 on big boats and \$5 on small boats each. Any men who find out an unlicensed boat and report it to the Water Police will receive half the amount of the fine as a reward.

SHANGHAI TRAMS.

GOOD PROGRESS.

We understand that the tramways at Shanghai are being laid very rapidly. Work is proceeding in six or seven parts of the Settlement, and (a correspondent thinks) about a hundred yards of new rails are laid in each locality every week. Trouble with the coolies is anticipated, as at Singapore.

LAWN BOWLS.

The points game for championship in the Civil Service Club is proceeding apace, and some interesting and unexpected results have taken place.

A pairs competition for spoons took place at the Kowloon Green on Saturday afternoon, when eight pairs competed.

Mr. James No's, chief engineer of the *Empress of China*, has presented the Kowloon Bowling Green Club with a gold medal for competition. This is not the first time that the club has benefited through the generosity of this gentleman.

HONGKONG'S EVENING SCHOOLS.

The prospectus of the evening continuation classes shortly to open at Queen's College is published in the *Government Gazette*. The first session starts on Wednesday, October 3rd. Classes in technical subjects will be established for the purpose of affording facilities for a commercial and scientific training to students generally, and of enabling those who have left school to continue their studies. The classes will be conducted under three sections, and the subjects taught will be as follows:—

(a) Commerce section:—Primer's shorthand, book-keeping, commercial geography, commercial arithmetic, modern languages, letter writing and advanced English.

(b) Engineering section:—Practical mathematics, applied mechanics and mechanical drawing.

(c) Science section:—Chemistry, electricity, heat and steam, and hygiene.

No class will be formed unless at least five students join. During the first week of the Autumn session all the teachers will be in attendance from 6 p.m. to 8 p.m., and students are advised to consult them before entering their names for any class. There will be two sessions in the year—the first commencing in the first week of October, and closing two weeks before Chinese New Year, the second commencing two weeks after Chinese New Year and closing in the last week of May. Classes will be held on Monday, Tuesday, Wednesday, Thursday and Friday evenings from 6 p.m. to 8 p.m., or at such other times as may be approved. The classes are open to all who are over 14 years of age, irrespective of nationality, but applicants under 17 years of age must produce satisfactory references. Students are admitted at any time during the session.

FALLACY OF THE PERCENTAGE.

All statisticians, says a London journal, are conversant with the fallacy of the percentage, and the danger attending its use before popular audiences. Yet this fallacy is constantly reproduced in the daily press and by public speakers anxious to score on questions of party politics. Thus we are told one day that the exports of the United States to South America have increased by two hundred per cent., while those from Great Britain have grown by only two or three per cent. As regards Australia, the percentage gain is equally alarming. The United States and Germany can show an increase of some hundreds per cent., while the United Kingdom must be content with a meagre ten or twenty. On hearing this the "man-in-the-street" is agitated and fears that absolute ruin is at hand. Could he but examine the complete figures in the case, he would go away content and rest with undisturbed nerves for he would discover that whereas the imports of foreign goods into Australia are reckoned by hundreds of thousands, those from the United Kingdom can only be estimated by millions; and that even a small percentage on these millions far and away outstrips the big percentages on the thousands. This argument is suggestive of the story of the negro who was offered employment picking fruit. He was to receive four per cent. He refused after a glance at the orchard, declaring that any man could see it wouldn't amount to four per cent.

POLICE COURT.

Saturday, July 28th.

BEFORE MR. F. A. HAZELARD (SECOND POLICE MAGISTRATE).

OVERHEARD HIMSELF.

A coolie who tried to impose on a European and obtain money by means of a trick was fined \$10 or one month's imprisonment. The European was Inspector Langley, who the previous day happened to be in plain clothes. He had just emerged from the Hongkong Hotel when he was accosted by the defendant who claimed payment of 80 cents on the ground that he had been engaged by the Inspector and had been kept waiting for some time. The Inspector explained both in Chinese and English to the defendant that he must have made a mistake, but the coolie insisted that this was not so and followed the Inspector, attracting a large crowd. As it was considered an attempt to victimise the coolie was severely dealt with and failing payment was taken to prison.

THE ASSAULT ON EGYPTIAN OFFICERS.

THE OFFICIAL STORY.

The report of the Ministry of the Interior on the attack on the British officers at Donghavi states that the officers were shooting pigeons at a spot where Major Pine-Coffin shot last year without any objection being made. Abd el Nigid they, a notable, had also promised them every facility, and when they started they would be welcome. All the officers were in uniform, and were accompanied by an embassy of police and by their guards. When they began shooting, Captain Hestock and Lieutenant Porter noticed that villagers had collected in their vicinity, closing in on them, and that their attitude was becoming threatening. Lieutenant Porter states that after trying to retreat without success, he succeeded in putting it at "safely," after which it was snatched from him. Almost immediately he heard a muffled report, and the gun had gone off.

Afterwards it was ascertained that the accidental discharge of the gun, after it had been snatched from him, had resulted in four persons, including one woman, being injured.

Major Pine-Coffin, seeing how excited the people had now become, and to prevent further trouble gave up his own gun, and desired the others to give up theirs also.

The officers then withdrew in the direction of the Agricultural school, the crowd following and throwing clods of earth and striking them with clubs and sticks. The officers were defenceless, and unable to protect themselves from the blows dealt at them, chiefly from behind.

They got into their carriages, but the drivers could not, or would not, drive them away, and the villagers, after continuing to throw missiles at them, pulled them out, and continued to strike them. The officers then decided to run down the road towards their camp—a distance of about six miles.

Major Pine-Coffin, who fell behind, was caught, and thrown to the ground, and Lieutenant Porter and Smithwick seeing this returned to his assistance.

Captain Hestock and Captain Ball, who were ahead, meanwhile ran along towards the camp, which was eventually reached at about 4.30 p.m. by Captain Hestock who gave the alarm.

A patrol of mounted infantry which turned out at once found Captain Ball lying unconscious about forty yards to the east of the Barrack Market, north of the road, about one mile and a half from the camp. He was carried into a hall from the camp. He was badly injured, and his wounds were badly lacerated, and he was transported in a carriage to the camp, where he died about 7 p.m.

Major Pine-Coffin had his arm smashed, and received several severe blows about the head and body. When thrown to the ground he was trampled on and kicked by the infuriated crowd.

Captain Hestock, Lieutenant Smithwick, and Lieutenant Porter all received heavy blows from clubs and from missiles thrown at them. All the officers were robbed of the contents of their pockets.

TONS OF MISSING MONEY.

£12,000 IN COPPER COIN DISAPPEARS.

A strange mystery of lost money is reported from Hkai, where tons of copper coins to the value of £12,000 are missing. It ought to be in a great safe at the town hall, but it is not there, and the corporation is bestirring itself with great energy to account for the disappearance.

The lullaby—if that is what the trouble is—may have begun as long as seven years ago. At that time the local tramway system started its operation. From the beginning it has been the custom of the tramway officials to take copper in quantities of a ton or more to the central office with a statement of its value. No count was made to verify the various statements, and the money was deposited in the town hall strong room.

The copper accumulated. It assumed such proportions that corporation officials were reminded of their accumulating wealth, and they began to fear that the town would take complete possession of the municipal buildings. It was decided that the money should be put in circulation again, and to this end the corporation advertised copper for sale in five-shilling parcels.

Cheques began to arrive by the first post after the advertisement appeared, but the corporation was not satisfied. It wanted cash for its accumulation of money.

One fine day it struck the authorities that, these tons of copper ought to be counted, and but to no purpose. Not so much as one stray halfpenny was discovered. Of course, the tramway officials were notified, but they could give no suggestion of a solution to the mystery.

Somewhat persons are inclined to laugh at the matter, and there are plenty of purveyors for picture postcards representing worried councillors hunting for lost pennies.

The councillors, properly enough, take the situation seriously, and a special accountant has been appointed to investigate the mystery. Meantime the ratepayers are thinking, and waiting developments.

HONGKONG JOTTINGS.

There has been a good story going the rounds of late about a well-known local gentleman who occupies a seat on one of our governing bodies. Like some of his colleagues he dearly likes to take advantage of every opportunity for making speeches, and though the rivalry may not be admitted it is patent to those who are privileged to look on. Now it does not follow that this gentleman, or for that matter his colleagues either, discourses so often as he does because he is cheered by the sound of his own voice. No, the reason underlying so many orations is that they are reported, and being reported occasionally see the light of print, to the gratification of their readers. Well, the story goes that on a recent occasion the gentleman in question unburdened himself at some length, concluding by submitting a motion. As this was not properly framed and was spoken with all the volubility for which this gentleman is noted, the Chairman turned to the clerk and with words that neatly described the situation remarked "Would you take down as much of that as you can." The unfortunate official, overwhelmed with the torrent of words looked towards the speaker and asked him to be good enough to write his motion. As this is the practice on such occasions, one can judge of the astonishment felt by the meeting when the order burst out in inquired tones. "Why can't I have a shorthand writer to take down what I say? I can't remember it. I speak as I feel at the time." Though I have made inquiries, I have not heard that there is to be any addition to the clerical staff in the Government employ.

The other day I was in conversation with an Indian merchant, who discoursed on the subject of shipping with evident knowledge. Until recently, he said, the English shippers used to be most in favour because of their fair dealing and consideration, but now we were better treated by the Japanese, who take more trouble with us and are ready to hear and satisfy complaints. The other shippers, German and French, have not changed either, so that in the order of our regard the Japanese hold first place, the English second, the German third and the French fourth. Of course the speaker was referring to a comparatively small section of consignors and consignees, the figures generally put the shippers in different order. Such comments, however, will probably always have interest, just now when so much competition is talked of.

The fresh coolies on the Eastern Side are, I am informed, better behaved than they have been for some time. They no longer raise scenes when the proper fare is tendered them and never demand more than the legal fare. Such an ideal state of affairs shows that the police there have them well in hand, and that again is an indication that the remarks I made on the subject did not pass unheeded. Their manners have also improved, and it is now rare that one of the coolies said, "Thank you" when he received five cents for a fare. I can only marvel at the puller and the pulled, the one for his unnatural politeness, and the other for his moral courage in daring to tender the legal fare. But perhaps the expression of gratitude was, as the American humanist who could not spell would have said, meant sarcastically. This coolie is a highly humorous animal.

When are the new Volunteer headquarters to be ready? The question has been asked more than once of late, but no definite answer has been forthcoming. It was understood they were to have been completed this summer, but as several things that I propose taking up in Washington, I want to secure the institution of adequate quarters here, and by that I mean quarters for every branch of the Government service operating here, I want to see the headquarters of the Police Department moved to ensure that American mails shall be delivered in the future with more regularity and certainty than in the past, so as to get them here in short a time as possible. There are various other things I want to do, one of which I am particularly interested in and was mentioned by Dr. Reid, and that is the matter of Chinese going to America. I have a letter from Mr. Ford on the subject, I shall have to come home and, no doubt, I shall be able to bring back some good news in that connection, to the effect perhaps, that Congress is about to take action.

VALEDICTORY TO AMERICAN CONSUL AT SHANGHAI.

A well attended reception was held at Shanghai on July 24th, for the purpose of wishing God-speed to Mr. James L. Rodgers, the popular American Consul-General, who is going to Washington on affairs of State. The American Association was well represented and in addition, there were many prominent American business men, missionaries and others present, who assembled to offer their good wishes to Mr. Rodgers and a speedy return to the post he has so ably filled during the past fourteen months. The proceedings, which were of a most informal nature, were opened by Dr. Gilbert Reid, President of the American Association who said in part: "We come together at this time to wish you God-speed, not to say farewell, for you are still our Consul-General, merely acting as such in Washington rather than in Shanghai, and in doing so you will be the better able to strengthen the position of your Consulate and to further all the interests of Americans at this port, such as would not be possible by remaining here."

The other day we met here to congratulate our new Judge on the establishment of an American District Court for China, but I understand from information which you are able to supply, that the larger proportion of civil and criminal cases are still held off on you as Consul-General, a fact entirely at variance with the spirit of the law which has been enacted, and which we trust you will succeed in making clear to the "honourable" Washington. We are strong in the belief that you as Consul-General should be relieved of all judicial duties entirely. Our Committee is to prepare a letter to this effect, but your personal appeal with knowledge of the facts is very much needed, if the wrong is to be righted, and our law is something more than a half-measure. One other thing I would urge, and I believe you will follow me, is to have a Chinese interpreter, who will be able to act as a bridge between the Chinese and the American, and that is the only way to the final passage of some bill concerning Chinese wishing to go to our country as well as to the Chinese and to be no harm to our own people, but a real blessing.

Mr. Rodgers replied in part as follows: "I saw not long ago in one of the New York papers, a discussion on which I was in the East, in the course of which it was mentioned, as a pending phase of Chinese life, and especially of life in Shanghai, that an official who remained here for the space of one year and preserved his reputation as doing pretty well. Now, gentlemen, I have been here fourteen months, that is, two months beyond the limit, and yet I see this demonstration here today to express appreciation of my work, and so it is no wonder I should feel gratified. I wish to say here that in coming to America my heart is set on the objects for which I am about to make the journey, to obtain for Americans in Shanghai, and for the benefit of our country, adequate and proper facilities for the transaction of business under adequate methods. I want to see a building here in which will house the various departments of the United States Government service established here, such a building not because the absence of it is inconvenient to me personally, and I take it that you, gentlemen, who have business here at this Consulate, do it as well in the existing establishment as in a more pretentious edifice, but it is a proper, adequate home for the Consular establishment that I want to see here, and I want to see our country assume its proper place in the galaxy of nations in this city, as in every other city (applause). I need not say to you that Shanghai must and will be a great city. Its geographical position is such that it cannot be robbed of that position in the future. It has the great Yangtze Valley behind it, it is the natural port of call between the New World and Asia, and commercially and otherwise, now, under these conditions, it seems to me that in Shanghai we should have everything that would do good to our nation and at the same time do good to others, because the influence of any one nation should not be confined to the benefit it produces to one's own country, but should also take account of the benefit it can produce to other countries. I would have a common bond here, and each and everyone of us, either as individuals, or as representatives of governments or corporations, should assume his share of that burden for the benefit of all. Now, there are several things that I propose taking up in Washington. I want to secure the institution of adequate quarters here, and by that I mean quarters for every branch of the Government service operating here, I want to see the headquarters of the Police Department moved to ensure that American mails shall be delivered in the future with more regularity and certainty than in the past, so as to get them here in short a time as possible. There are various other things I want to do, one of which I am particularly interested in and was mentioned by Dr. Reid, and that is the matter of Chinese going to America. I have a letter from Mr. Ford on the subject, I shall have to come home and, no doubt, I shall be able to bring back some good news in that connection, to the effect perhaps, that Congress is about to take action."

"AN INDEPENDENT SATRAP."

The "Native Notes" of the N.C. Daily News contain the following reference to the Canton Viceroy: "A Peking correspondent states that H. E. T'ao Ch'iu-hsien, Viceroy of the Two Kwang provinces, at Canton, writing the other day to the Hanchingpu, or Ministry of Public Safety, and asking for a copy of the proposed Press laws that were being drawn up by that ministry, informed that body that, unless he (the Viceroy) was furnished at once with a copy, it was his intention to promulgate certain Press laws himself, for local consumption," at Canton. "There have lately been springing up several new newspapers in Canton whose unbridled license in commenting on our better matters was stopped, and in the absence of the laws promulgated from Peking, the provincial authorities of Kwangtung will be compelled to take the law into their own hands for the preservation of peace and good order in the province. The locally made Press laws will, however, be suspended on receipt of the laws from Peking." As the Press laws drawn up by the Hanchingpu are now in the hands of the various Chinese abroad for comparison with the Press laws of the countries to which they are accredited, there cannot be any Press laws for China until reports therefrom from the Chinese abroad be received by the Imperial Government.

Spending money, it is to be remembered, though it so easily grows to a vice, is an occupation, to which great powers may be devoted, with the object of forming within the chaos of material commodities a microcosm of desirable and ordered property, or of wrestling rare experience from the void.

BANYAN.

HAMBURG.

THE WOOL TRADE.

June 26th.

The *Deutsche Industrie Zeitung* has an interesting article on sheep wool from which I translate the following:—After stating that during the last three or four years the supplies had not been equal to the demand, and that prices had steadily advanced in consequence, almost without pausing on the way, and that it was difficult to express an opinion as to their future course, whether a further rise was not inevitable, it goes on to say, that in many respects the present situation resembles that of 1899, the year of the great boom. The producer has now, as then, the whip-hand of the manufacturer, with this difference, however, that speculation, which then materially assisted in forcing up prices to an unusual level, is now fortunately much less rampant. Moreover, the advance was then confined almost entirely to merino wools, which advanced by leaps and bounds 50 per cent, and more, whereas cross-breeds remained neglected and went up but slowly. Within the last three or four years on the contrary all descriptions have participated equally in the movement, which proves beyond a doubt that the rise is the natural outcome of the statistical position of the article. Australia, by far the most important of wool-producing countries, is rapidly recovering from the calamitous effect of the drought some years ago, and exports from her ports are showing a continuous increase, having during the last season exceeded those of the previous one by 250,000 bales. These have, however, gone out of sight without making the slightest impression on the market, clear evidence of the latter's power of absorption consequent upon the growing demand for woolen goods all over the world, and of the inadequacy of the supply of the raw material, the production of which is not keeping pace with the increasing consumption, due to the natural increase of population and the higher standard of living everywhere.

Although the tension has been relieved to some extent by heavy shipments of Persian and Kashmir wools, mohair, China and Russian wool, and other foreign wools, these important wools are in many respects, are only available for certain purposes and do not alter the fact that the supply of the raw material, both present and prospective, is insufficient for the requirements of the trade. As long as this continues to be the case, prices cannot be expected to give way, although it is just possible that by the end of the year the position may have slightly improved, but as matters now stand no change in that direction is likely to occur before the month of November, with the exception of occasional set-backs such as took place last March, and as yet there are no signs of a retrograde movement even then.

According to the *Australian Mining Standard and Financial Review* the prosperous state of the wool trade all over the world has had a most beneficial effect on the financial position of the Commonwealth; whilst prices advanced considerably on the one hand, the production of wool on the other, owing to favourable climatic conditions, increased steadily. In 1905 1,633,000 bales were shipped to Europe and America of an average value of £15.15 a bale as compared with 1,371,000 bales at £14.1 in the previous year, although the number of sheep is still below what it was before the period of drought which devastated the flocks. This is more than any clip realized in former years, for, although 2,100,000 bales were raised in 1895, the proceeds did not exceed £22,000,000. Owing to the greater care bestowed on the breeding of sheep at present the yield per animal has improved both in weight and quality and a steady increase in the production may confidently be looked for, particularly in cross-breeds to which farmers have paid special attention.

On the second of June, 1896, the first transatlantic steamer *Bornania* left this port for New York; the papers take the opportunity to cast a retrospective glance at the development of the shipping trade of Hamburg and the expansion of the trade and industries of Germany during that period. The total number of sea-going vessels on the register of the R-public of Hamburg at the close of the year 1896 did not exceed 468 of 130,000 tons but, the *Bornania* being at the time the only steam-r of any pretension owned here, sixteen smaller ones measuring together but 6,000 tons. To-day Hamburg's sea-going fleet consists of 1,989 vessels, of which 650 are steamers of an aggregate tonnage of 1,989,000 tons. In 1896 the total tonnage and sailings amounted to 10,376 vessels of 1,750,000 tons and in 1905 to 30,378 of 20,900,000 tons. This sea-borne trade of the port has increased on the same scale; in comparing the respective figures of imports and exports of the two years it should, however, be remembered that in 1896 the returns for Altona were included in those of Hamburg. The imports in that year amounted to 1,150,000 tons valued at 50 million Marks, against 12,100,000 tons valued at 2,808 million Marks in 1905; whilst the exports were given as 470,000 tons of the value of 333 million Marks against 5,550,000 tons of the value of 2,345 million Marks. Amongst imports cereals figure for M. 3,790,000, against M. 257,900,000; wool for 78,000,000, against M. 179,600,000; cotton for 23,200,000, against M. 110,800,000. The two most prominent items in the list of exports are machinery, which in 1896 reached only M. 200,000, against 84,900,000 in 1905, and sugar, which from M. 2,700,000 has risen to M. 225,000,000; hosiery goods, of which M. 47,900,000 worth were shipped from here last year, do not appear at all in the returns fifty years ago.

THE DELICIOUS PRESS.

The representatives of the German press who at the invitation of the Anglo-German Committee are now visiting London have met with

a hearty welcome. At the various dinners and other entertainments they attended assurance of mutual esteem, admiration and friendship were exchanged in more or less eloquent language. To my mind Dr. Darth of Breslau spoke most to the point when, touching on the question of general disarmament, he expressed the wish that the press might be the first to set the example. He hit the nail on the head, for if the press, instead of sowing seeds of discord and fanning the flames of international jealousies were to use its influence to teach the different nations to understand and appreciate each other, any ill-feeling that may at present exist amongst them would gradually disappear.

AMERICA'S MURDER SENSATION.

The grand jury on June 28th returned a true bill against Mr. Harry Thaw for the murder of Mr. Stanford White, and he was indicted for murder in the first degree.

The coroner's jury first committed him for trial, and two hours later the grand jury found a true bill, the decision being arrived at in ten minutes.

Mrs. Thaw was called before the grand jury to give evidence, but she declined to do so. She claimed a wife's privilege of immunity from giving evidence against her husband, and further declared that if she gave evidence it might tend to degrade and incriminate her.

As soon as the grand jury had announced its decision, Mr. Thaw's lawyers went to the Tombs Prison and communicated it to him. He heard the news with the same cold indifference which he has displayed since his arrest.

Mr. Thaw has declined to allow the plot of insanity to be put forward, and his lawyers will if it is based, set up the plea of justifiable homicide.

During the inquest large crowds assembled in the street, which was rendered almost impassable, but although there was much excitement there was no disorder.

The funeral of Mr. Stanford White took place on June 28th near his home on Long Island. Very few people knew that the body was in New York, and only the victim's closest friends were present at the ceremony.

Mr. Whittier's father's murder by the electric chair.

The opinion is freely expressed that no jury will convict the murderer, who was supposed to have shot a domestic who presented his wife.

TSINGTAU FLOUR MILLS.

The *German Export Review*, for June 25th has a long description of the new steam flour mills at Tsingtau. The article is too technical to bear condensation. It does with this paragraph: "The total mill plant, weighing about 15,000 kilograms, was transported in 18 boxes, which took up a space of 47 cubic metres. The single parts of the steam plant were made up in six packages with a total weight of 120,000 kilograms, the space taken up being 2127 cubic metres. The cost of transport for both these cargoes of machinery, free to Tsingtau, amounted to 3,500 marks, or £175. The cost of the steam plant, that is, the steam engine with reserve parts and tools, steam pump with piping and valve, together with sea-proof packing and freight to Tsingtau amounted to 10,000 marks (£500). The total cost of the whole mill plant including the reserve parts and other special machinery sent on afterwards amounted to 13,500 marks (£675). The mill has worked up to the present in a most satisfactory manner. The flour yielded comes up in every extent to all the conditions laid down in the contract. In consequence of the highly excellent results obtained it had been decided to extend and enlarge the whole works considerably in a short time."

GREAT CHINESE NUMBER ONE BANK.

ONLY A SCHEME.

It is reported in local Chinese banking circles, says the *N.C. Daily News*, that some thirty or so representatives of the wealthiest and best known banks belonging to the province of Shansi have recently in Peking with the object of organising a bank which shall amalgamate all the banks concerned with the respective agencies throughout the Empire. It is computed that the capital of the proposed bank will exceed fifteen million taels, taking into consideration the capital and business of the thirty banks in question. As an institution like the one proposed cannot but be of the greatest benefit to the merchants and people of the Empire there is a general wish that the proposed bank will obtain, without unnecessary delay, the support of the Shanghai and consequently receive Imperial sanction in order to gain the needed *licence d'import* throughout the country. There are, however, pessimists who are fearful lest the Board of Revenue should try to block proceedings even at this initial stage, as was done a short time ago when that body refused to grant a licence to a bank proposed to be started by Shanghai merchants and gentry who had petitioned the Shanghai to be allowed to start a bank under the name of the "Merchants' Bank." In that instance the Shanghai had even gone so far as to memorialise the Throne asking for the Imperial sanction. But they were met by a counter-memorial from the Board of Revenue declaring that no bank should be allowed for the present at any rate, as they would be liable to kill the young business of the Hoppo, or Board of Revenue, Bank which was started early this year. Once the last-named bank gets firmly rooted, the Board of Revenue Ministers informed their Majesties, there will then be no harm in allowing more banks to be established. For the present the Hoppo Bank must be tenderly and carefully nursed in order to justify its existence; competition may possibly kill the delicate concern to the everlasting disgrace of the country. It is evident that the study of political economy and kindred subjects is badly needed—in Peking, at any rate.

ALZENE: A NEW ALLOY.

Two parts of aluminium and one part of zinc form an alloy to which has been given the name "alzene," says the *Iron Age*. It is equal in strength to good cast iron and superior to it in the matter of elastic limit. It takes a fine, smooth finish and does not readily oxidize. The colour is very light, running freely to a red heat and is very fluid, running freely to this point. Great care must be exercised in melting it, particularly when mixing the two metals, in order to preserve its smooth working qualities. It is somewhat brittle and hence unsuited to such pieces as require the toughness possessed by brass. The tensile strength is approximately 22,000 lbs. per square inch and 3.5 is the specific gravity.

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No. 3 FOLDING POCKET KODAK (23-12-64) \$38.00
" 4 CARTRIDGE (25-15-04) \$60.00

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12, QUEEN'S ROAD CENTRAL.

MELTED COIN AT SAN FRANCISCO.

CURIOUS RESULT OF THE FIRE.

One of the most interesting relics of the great disaster at San Francisco, and one that represents a loss of many thousands of dollars to the United Railroad, consists of various masses of melted coin that the street railway company recovered from its safes in the city. The blackened masses of precious metal were stored in an office and affixed an object of curiosity to visitors. Just what will be done with the melted coin is a problem that is worrying the officers and directors of the company, says a San Francisco contemporary. It is hoped the Treasury Department can be induced to make some ruling that will enable the company to recover something like the coin value of the money. Otherwise, should the company succeed in recovering only the bullion value, it will suffer a loss of many thousands of dollars. The company's loss through the melting of silver coin greatly exceeds any similar loss by any other institution in the city. Much of the silver and small change in circulation finds its way into the coffers of the street railway company during the month, and at the time of the fire the United Railroad had thousands of dollars in silver dollars, halves, quarters, dimes and nickels in the safes of Treasurer Starr, on the eighth floor of the Bialto building. All the gold coin in the treasurer's office, contained in a separate safe, escaped unharmed, but the silver is unrecoverable. It consists of a small truckload of blackened masses of metal of irregular shape. Various metals are fused in the melted masses of coin, so that the company will probably be put to the expense of having them melted and refined. Treasurer Starr says that silver, nickel, copper and iron in unknown quantities are present in the big lumps of metal, the copper coming from melted one-cent pieces and the iron from the boxes in which the rolls of coin were packed.

SEA VOYAGE SEQUEL.

STEAMSHIP OFFICER AS A CO-RESPONDENT.

The sequel to an Atlantic voyage came before the Divorce Court on June 28th, when Mr. Frederick William Spicer obtained a decree nisi on the ground of his wife's misconduct with Mr. William Henry Whittle, an officer employed by the Atlantic Transport Line.

Mrs. Spicer accompanied her husband on a business trip to New York in 1903, and on the voyage she met Mr. Whittle, who was chief officer on the *Minneapolis*. She returned alone on the *Minneapolis*, and in 1905 Mr. Spicer found a bundle of letters from Mr. Whittle clearly establishing the misconduct. It was alleged that Mr. Whittle was the father of one of her children.

It was stated that Mr. Whittle, who had been promoted to be a captain, was degraded in rank on account of this case.

The following letter from Mr. Spicer to his wife was read:—

"The baby is a good little chap, but I should like him less as he grows to manhood. I will not spare Whittle. He has wrecked my home."

"Unfortunately my working late kept me from you for many evenings, but this was no excuse for your wrong-doing. What misfortune has befallen you? And we loved one another so much once."

"I am determined to get to the bottom of your depravity, even if it kills me."

The jury gave a verdict for £30 damages against Mr. Whittle.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Bayern* left Shanghai on Saturday, the 28th inst., at 3 a.m., and may be expected here on or about Tuesday, the 31st inst., evening.

The I.G.M. Australian str. *Willehad* left Manila on Friday, 27th inst., 3 p.m., and may be expected here on or about Monday, 30th inst., daylight.

The C.P.R. str. *Athena* arrived at Vancouver on Friday, the 27th inst., p.m.

The C.P. str. *Monteagle* arrived at Kobe at 8 a.m. on Thursday, the 26th inst., and left again at 4.30 a.m. on Friday for Yokohama, where she was due to arrive at 7 a.m. on Saturday, the 28th inst.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 28th at 11.40 a.m.—The barometer has risen slightly on the S. coast of China, and fallen a little over the E. coast.

The low pressure area appears to be lying over the Lower Yangtze, and to be moving slowly to the N.E.

Pressure is normal and highest to the South of the Philippines, and in defect to the extent of about 0.2 inches over the E. coast of China.

Fresh S.W. monsoon is indicated over the N. coast of the China Sea, where gradients have decreased slightly since yesterday.

The Japanese returns are lacking this morning.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.9 inches.

THE ROBINSON PIANO

CO. LTD.

MANUFACTURERS

AND IMPORTERS

OF HIGH-CLASS PIANOS,

AND ORGANS,

AND EVERY DESCRIPTION

OF MUSICAL INSTRUMENT.

OPPOSITE KING EDWARD HOTEL,

HONGKONG.

Houkang, 28th July, 1906.

ANARCHISTS IMMUNE.

FREE TO ATTEMPT AT ASSASSINATION.

The Hon. Secretary, Mr. Herbert Gladstone,

on June 25th returned another of those mysterious and evasive answers for which, says the *Daily Express*, he is becoming notorious.

It was a reply to an important question put by Sir William Evans-Gordon in the House of Commons. According to Mr. Gladstone, the most objectionable statements can be published in the malignant Anarchist Press of London without any action being taken by the authorities.

Sir William Evans-Gordon asked him whether

certain passages occurring in two papers published in London on June 5 and 15 stated that the

perpetrator of the recent outrage in Madrid was

no criminal, but sacrificed his life in the interests

of humanity, and expressed regret that the object

of the outrage—the death of the King and Queen

of Spain—had not been attained. He asked also

whether the Home Secretary proposed to take

any steps against the persons responsible for

these publications.

Mr. Gladstone said that although the pub-

lications were objectionable, it was not possible

for him to take action.

Sir W. Evans-Gordon then asked what was

the difference between this case and that of

Johnnie Most, who in 1892 was sentenced to

imprisonment and his press broken up for

approving the murder of the Czar.

"The difference is obvious," retorted Mr.

Gladstone. "I cannot explain it in answer to

a question."

"But how does it differ?" persisted Sir

William Evans-Gordon.

Mr. Gladstone picked up his papers and

returned no answer.

Mr. Gladstone's reply has given very great

dissatisfaction to members, writes the *Lobby*correspondent of the *Express*.

The refusal of the Government to place

before the House of Commons information at the

disposal of the Home Office is regarded as

eminently unsatisfactory.

The Opposition regard Mr. Gladstone's reply

as threatening an entirely unjustifiable

tailorment of the privilege of Parliament to

inquire into matters of administration in the

public interest.

DEBAUCHERY IN DRESS.

The *Press* says: it has gone beyond extra-

vagance in women's clothing. It has come to

debauchery. The dress habit is ruining more

New York homes now than the drink habit.

Ten minutes in a fashionable dressmaker's

establishment today costs a husband more

than ten nights in a bar-room did a decade

ago. A striking indication of this debauchery

in dress is seen in the large number of

places where women's slightly worn gowns

are bought and sold. Ten years ago

there was hardly one of these shops, now

there are many. The woman decides that her

gown is "unfit to wear" when other women

appears is now one. But the folly of it is the

most—who permit it.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, only, and special business matters to the Editor.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Colon: A.B.C., 5th Ed. Listers.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS WANTED.

FOR a Shipping Business: STENOGRAPHER and TYPEWRITER, Chinese preferred. State Salary required under "TYPEWRITER".

Care of "Daily Press" Office, Hongkong, 30th July, 1906. [1497]

WANTED FOR AMOY.

EUROPEAN or European-dressed CHINESE CLERK, must have a fair knowledge of Accounts.

Apply to—A. S. WATSON & Co., Ltd., Hongkong, 30th July, 1906. [1498]

THE ROYAL SWEDISH VICE-CONSULATE, SWATOW.

NOTICE.

IN THE MATTER of the Estate of G. J. HYLANDER, late of the Imperial Maritime Customs, Swatow.

NOTICE IS HEREBY GIVEN that all Creditors should send their CLAIMS against the above Estate to the Under signed before the 1st of September, a.c. failing which they will not be recognized.

L. HARRISLOOP, Vice-Consul for Sweden, Swatow. Swatow, 26th July, 1906. [1486]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIKUN" Captain A. J. Robinson, will be despatched for the above Ports TO-MORROW, 31st inst., at Noon.

For Freight or Passage, apply to DOUGLAS LARSEN & Co., General Managers, Hongkong, 28th July, 1906. [1485]

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR SWATOW & BANGKOK.

THE Chartered Steamship

"CHILDAR"

Captain H. Nielsson, will be despatched as above on FRIDAY, 3rd August, at Noon. For Freight or Passage, apply to NIPPON YUSEN KAISHA, Principals' Buildings, Hongkong, 30th July, 1906. [1489]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SILEZIA"

Captain Balle, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd August, at 3 p.m. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 28th July, 1906. [1490]

NOTICE.

WE have This Day Authorized Mr. LORENZO BORELLO to Sign our Firm Per Procuration.

V. P. MUSSO & Co., Hongkong, 4th July, 1906. [1360]

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 255 at NORTH POINT. Suitable for above Purpose. EXCESSIVE WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE Lots Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FEET. 995 YEARS' LEASE.

For Particulars, apply—GEO. FENWICK & Co., Ltd., Hongkong, 8th June, 1906. [153]



CITY OF PARIS.

2, PEDDER'S STREET,

CHEAP SALE

OF

MILLINERY, ETC.

FOR ONE WEEK.

Hongkong, 25th July, 1906. [1471]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions from C. H. GRACE, Esq., to sell by Public Auction,

On FRIDAY, the 3rd August, 1906, at 2 P.M., within his Residence, No. 1, Morrison Hill, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE

THREEIN CONTAINERS, Comprising:—

TEAKWOOD HATSTAND with GLASS CHIPPINDALE CHAIRS, CARVED WOOD FIGURES, TEAKWOOD SIDE BOARDS with GLASS and CROCKERY WARE, MOROCCO COVERED DINING ROOM CHAIRS, TEAKWOOD OVERMANTELS with GLASS MIRRORS, DOUBLE BRASS and BRASS MOUNTED BEDSTEADS with WIRE MATTRESS, TEAKWOOD DRESSING TABLE with BEVELLED GLASS, TEAKWOOD WARDROBES with BEVELLED GLASS, SHANGHAI BATHS, MARBLE-TOP WASHSTANDS, &c., &c., &c.

Catalogues will be issued. Terms—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 28th July, 1906. [1492]

By ORDER of the MORTGAGEES, PUBLIC AUCTION.

MESSERS. HUGHES & HOUGH have received instructions to sell by Public Auction,

On THURSDAY, the 14th day of August, 1906, at 2 P.M., at their SALE ROOMS, No. 8, Ice House Street, Victoria, Hongkong,

THE following VALUABLE LEASEHOLD PROPERTY which will be put up for Sale in TWO LOTS:

LOT 1. All that Piece or Parcel of Ground situated at Victoria, in the Colony of Hongkong, and registered in the Land Office as Inland Lot No. 1,003, together with the message or tenement thereon known as No. 4, WA HING LANE. The Property is held for the residue of the term of 999 years created by the Crown Lease thereof at the yearly rent of \$240.

LOT 2. All that Piece or Parcel of Ground situated at Victoria, in the Colony of Hongkong, and registered in the Land Office as Inland Lot No. 1,004, together with the message or tenement thereon, known as No. 3, WA HING LANE. The Property is held for the residue of the term of 999 years created by the Crown Lease thereof at the yearly rent of \$240.

Particulars and Conditions of Sale may be obtained of—

O. D. THOMSON, Vendor's Solicitor, 4, Ice House Street, and of the Auctioneers, Hongkong, 28th July, 1906. [1475]

INTIMATIONS

S.S. "LAISANG" GENERAL AVERAGE.

ARRIVED HONGKONG FROM CALCUTTA, PENANG AND SINGAPORE, 8th December, 1905. On FIRE 29th November, 1905, between Singapore and Hongkong.

ALL CLAIMS to be included in the above General Average must be forwarded to Messrs. JARDINE, MATHESON & Co., Hongkong, General Managers, LND-CHINA-N. Co., Ltd., before 31st JULY, 1906, otherwise they will not be recognized.

Hongkong, 30th July, 1906. [1421]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz.:

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioner makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order, W. BOWEN-ROWLANDS, Secretary, Hongkong, 7th July, 1906. [1581]

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong daily (Sundays included), at 7.30 a.m., and from Macao at 2.30 p.m.

FARE:—Week days 1st Class (including cabin and service), Single \$2, Return Ticket \$3. 2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be an EXCURSION (the times of departure being in future the same as on other days) at the following rates:

SUNDAYS ONLY: 1st Class Single... \$1.00 With Cabin... \$2.00

1st Class Return... \$2.00 With Cabin... \$3.00

3rd Class Single... 40 Cts. Return... 60 " Storage 20 cents each trip.

Meals can be supplied on board, at \$1 per meal.

First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO., 2nd Floor, 16, Victoria Street, Hongkong, 22nd June, 1906. [121]

PUBLIC COMPANIES

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the registered Office of the Company, ALEXANDRA BUILDINGS, Des Vaux Road, Central, Victoria, Hongkong, TO-MORROW (TUESDAY), 31st July, 1906, at 12 o'clock Noon, when the following Resolutions which were passed at an Extraordinary Meeting of the Company held on Saturday, the 14th day of July, 1906, pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1906, will be submitted for Confirmation as Special Resolutions.

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th June, 1905, respectively together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (JONES HENRIE & SON) of the one part and the PEAK TRAMWAYS COMPANY, LIMITED, of the other part be and the same are hereby rescinded.

2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the "PEAK TRAMWAYS CO., LTD." of the other part be and the same be hereby approved and that the said Liquidators be and they are hereby authorized pursuant to Sections 201 and 202 of the Companies Ordinance 1865 to enter into an Agreement with the said "PEAK TRAMWAYS CO., LTD." in the terms of the said Draft and to carry the same into effect with such (if any) modification as they may think expedient.

Dated 18th July, 1906.

JOHN D. HUMPHREYS & SON, General Managers.

HONGKONG ICE COMPANY, LTD. NOTICE.

IN Accordance with the Provisions of No. 104 of the Articles of Association of the GENERAL MANAGERS have This Day declared an INTERIM DIVIDEND for the Half-Year ended 30th June, 1906, of FOUR DOLLARS per Share.

Dividend Warrants may be obtained on application at the Office of the Company on and after THURSDAY, the 2nd August, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 31st inst., both days inclusive.

JARDINE, MATHESON & CO., General Managers, Hongkong, 28th July, 1906. [1444]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY HALF-YEARLY MEETING of Shareholders in the Company will be held at the Office of the Company, QUEEN'S BUILDINGS, Connaught Road, on MONDAY, 20th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 14th August, 1906, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Acting Secretary, Hongkong, 19th July, 1906. [1445]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Office of the Company, QUEEN'S BUILDINGS, Connaught Road, on MONDAY, 20th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors and the Statement of Accounts to the 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th August, 1906, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary, Hongkong, 27th July, 1906. [1478]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

A.I. A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet Length on Blocks... 714 "

Width of Entrance on Top... 963 " Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide 344 "

DOCK No. 1.

Extreme Length... 523 feet Length on Blocks... 515 "

Width of Entrance on Top... 882 " Width of Entrance on Bottom... 7 "

Water on Blocks at Spring Tide 64 "

DOCK No. 2.

Extreme Length... 571 feet Length on Blocks... 563 "

Width of Entrance on Top... 68 " Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide 22 "

Suitable for vessels up to 1,000 TONS.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILER, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.

Short Notice. [1175]

TO LET

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING, GODOWNS in PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE, FLATS in MORRISON TERRACE.

"HAYTOR"—The PEAK. Immediate possession.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st March, 1906. [524]

TO BE LET.

A LARGE FURNISHED BEDROOM in a Cool and Airy Detached House, with Board in English Family, suitable for Married Couple or Gentleman. Spacious Verandah. Good View of Harbour.

Apply by letter to—"H. H. H.", Care of "Daily Press" Office, Hongkong, 17th July, 1906. [1398]

TO LET.

NO. 16, HOLLYWOOD ROAD, and NO. 2, OLD BAILEY.

Apply to—ARRATTON V. APCAR & CO., 45, Wyndham Street, Hongkong, 27th April, 1906. [971]

TO LET.

FURNISHED or UNFURNISHED ROOM, with Bathroom and Verandah attached. For further Particulars, apply to—"M. X. Y.", Care of "Daily Press" Office, Hongkong, 11th July, 1906. [1397]

TO LET.

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of Dry Cargo. Floor Area, 6,100 square feet each.

Apply to—JARDINE, MATHESON & CO., Hongkong, 20th January, 1906. [255]

OFFICE TO LET.

IN ALEXANDRA BUILDINGS.

Apply to—A. S. WATSON & Co., Ltd., Alexandra Buildings, Hongkong, 23rd April, 1906. [946]

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 3rd June, 1906. [301]

TO LET.

SEYMOUR ROAD LOWER, No. 31.

Apply to—SAM WANG CO., LTD., 81, Queen's Road Central, Hongkong, 6th February, 1906. [386]

TO LET.

NO. 3, "FAIRVIEW," ROBINSON ROAD, Kowloon.

"WOODBURY" GARDEN ROAD, Kowloon. 2nd FLOOR No. 12, Queen's Road Central.

Apply to—LEIGH & ORANGE, 1, Des Vaux Road, Hongkong, 1st June, 1906. [501]

TO LET.

SHAMFEN—CANTON.

TO LET.

NO. 2, WEST END TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 4th July, 1906. [1377]

TO LET.

IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Vaux Road; cool quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply—REUTER, BROCKELMANN & Co., Principals' Buildings, Hongkong, 20th March, 1906. [678]

TO LET.

"TANEE BUNGALOW," Kimberley Road, Kowloon. Tennis Court attached.

Apply to—ARRATTON V. APCAR & Co., 45, Wyndham Street, Hongkong, 14th July, 1906. [1414]

TO LET.

THREE LARGE GODOWNS, in the Praya East. Formerly in the occupation of the Mitsui Bussan Kaisha.

Apply to—H. N. MODY, Victoria Buildings, Hongkong, 10th May, 1906. [1051]

TO LET.

NO. 15, KNUITSFORD TERRACE, KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 2nd December, 1905. [71]

TO LET.

A COMMODIOUS SIX-ROOMED HOUSE with Garden at No. 35, Conduit Road. Immediate possession.

Apply to—"C.", No. 9, Bellvue Terrace, Hongkong, 17th May, 1906. [1081]

TO LET.

"NEW KINGSCLEERE," with Stables. Entrances in both Kennedy and Macdonnell Roads.

Owners will, if required, convert the Main Building into a Boarding House, with large Drawing and Dining Room Accommodation and 37 Bedrooms. QUARTER EXCELLENT.

For full particulars, apply to—LINTSEAD & DAVIS, Hongkong, 28th June, 1906. [1324]

TO LET

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the Annex, from date, suitable for Offices. Anyone disposed to offer for the same please apply to—

C. H. GRACE, Secretary, Hongkong, 28th Mar, 1906. [1156]

TO LET.

HOUSES in AUSTIN AVENUE and SALISBURY AVENUE, Kowloon. No. 5, GRANVILLE AVENUE, Kowloon.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LD., Agents, Hongkong, 4th April, 1906. [1390]

TO LET.

NO. 10, KENNEDY ROAD, a European Residential House, with Dining Rooms, Bedrooms, detached Servants' Quarters. Gas Light throughout. Situated in a lovely and shady locality. Terms moderate. Immediate possession.

Apply to—COMPRADORE, Tai Koo, Hongkong, 10th July, 1906. [1390]

TO LET.

(EITHER IN WHOLE OR IN PART).

"THE ACACIAS" and "THE GROVE," having 26 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon.

Well ventilated, with Electric Lights and Bells completely installed.

Apply to—E. M. HAZELAND, No. 35, Queen's Road Central, or to WING-ON, Contractor, No. 34, D'Aguilar Street, Hongkong, 19th July, 1906. [1436]

TO LET.

FOR a few months, a 5-ROOMED HOUSE on Mt. Gough.

Apply to—S. J. DAVID & Co

SHIPPING.

ARRIVALS.

AMERICA MARU, Jap. str., 3,400, Philip H. Gung, 29th July. San Francisco 30th July.
Mails and General. Togo Kisen Kaisha.
COLUMBIAN, British str., 1,276, S. J. Payne, 27th July. London via Suez 29th July.
General. Jardine Matheson & Co.
COLUMBIAN, Norwegian str., 1,102, H. Nielsen, 29th July. Bangkok 21st July. General.
Nippon Yusen Kaisha.
HANSA, German str., 1,300, Marvold, 29th July. Tsingtau 14th July.
HANSA, British str., 1,250, Sponner White, 29th July. Shanghai via Suez 29th July.
General. Jardine Matheson & Co.
HOLLAND, German str., 1,271, J. Jensen, 29th July. Hongkong 29th July. Coal and General.
Kronprins, German str., 1,200, C. Jorgensen, 29th July. Hongkong 29th July. Coal.
Jensen & Co.
MARIE, German str., 1,100, J. Peterson, 29th July. Hongkong 29th July. Coal and General.
Kronprins, German str., 1,200, C. Jorgensen, 29th July. Hongkong 29th July. Coal.
Jensen & Co.
MARIE, German str., 1,100, J. Peterson, 29th July. Hongkong 29th July. Coal and General.
Kronprins, German str., 1,200, C. Jorgensen, 29th July. Hongkong 29th July. Coal.
Jensen & Co.
MARIE, German str., 1,100, J. Peterson, 29th July. Hongkong 29th July. Coal and General.
Kronprins, German str., 1,200, C. Jorgensen, 29th July. Hongkong 29th July. Coal.
Jensen & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
July 29th.
COLUMBIAN, British str., for Canton.
Kronprins, German str., for Manila.
Kronprins, German str., for Tsingtau.
DEPARTURES.
July 29th.
COLUMBIAN, British str., for Canton.
Kronprins, German str., for Manila.
Kronprins, German str., for Tsingtau.
DEPARTURES.
July 29th.
COLUMBIAN, British str., for Canton.
Kronprins, German str., for Manila.
Kronprins, German str., for Tsingtau.

SHIPPING REPORTS.

The German str. *Pilgrimage* reports. Overcast, mainly weather, long running south-wind. The Norwegian str. *Svea* reports. Bad weather throughout, heavy rain and squalls from S. and S.W.
The British str. *Clarendon* reports. Light winds and sea working as far as Shanghai. The ship to port unaltered weather with very low glass. Turned out to Port. Chinese terrible squalls of wind and rain with strong typhoon symptoms.

VESSELS IN DOCK.

July 27th.
AMERICAN Docks. — *John Hardie*, U.S.A.T. *Logan*, *Mathie*, H.M.S. *Admiral*.
Cosmopolitan Dock. —

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"ARRATON APGAR"
Captain A. E. Gault, will be despatched for the above Ports on TUESDAY, 31st Aug., at 1 p.m.
For Freight or Passage, apply to
DAVID SASSON & CO., LTD., Agents.
Hongkong, 29th July, 1906. [145]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FUME AND TRIESTE DIRECT.
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)
THE Company's Steamship
"CHINA"
Captain Dananovich, will be despatched on WEDNESDAY, 1st August, at 1 p.m.
This Steamer has capital accommodation for passengers, electric light and carries a doctor.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO., Agents, Princes Building, Hongkong, 29th July, 1906. [146]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
WITH LIBERTY TO CALL AT THE MALABAR COAST.

THE Steamship
"HUDSON"
Captain Featon, will be despatched as above on or about the 12th August.

For Freight or other information, apply to
STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, Hotel Maunsell, Hongkong, 16th July, 1906. [1423]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & RIG	SECTION	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
1. From Green Island to the Harbour Master's.						
2. From Harbour Master's to Blake Pier.						
3. From Blake Pier to Naval Yard.						
4. From Naval Yard to East Point.						
LONDON & ANTWERP VIA SINGAPORE, AC.	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.S.	P. & O. S. N. Co.	About 1st Aug.
LONDON, AMSTERDAM & ANTWERP	PINISURY	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	Tomorrow
LONDON, AMSTERDAM & ANTWERP	PATROCLUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th Aug.
LONDON, AMSTERDAM & ANTWERP	ORESTES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th Aug.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th Aug.
MARSEILLES, AC. VIA PORTS OF CALL.	ALMOND	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th Aug., at 1 p.m.
BREMEN, VIA PORTS OF CALL.	ALMOND	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st Aug., at Noon.
HAVRE & HAMBURG VIA STRAITS, AC.	ALMOND	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th Aug.
HAVRE & HAMBURG VIA STRAITS, AC.	ALMOND	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 21st Aug.
HAVRE & HAMBURG VIA STRAITS, AC.	ALMOND	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 29th Sept.
HAVRE & HAMBURG VIA STRAITS, AC.	ALMOND	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th Aug.
HAVRE & HAMBURG VIA STRAITS, AC.	ALMOND	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st Aug.
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HAVRE & HAMBURG VIA STRAITS, AC.	ALMOND	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th Aug.
HAVRE & HAMBURG VIA STRAITS, AC.	ALMOND	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st Aug.
HAVRE & HAMBURG VIA STRAITS, AC.	ALMOND	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th Aug.
HAVRE & HAMBURG VIA STRAITS, AC.	ALMOND	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 21st Aug.
HAVRE & HAMBURG VIA STRAITS, AC.	ALMOND	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 29th Sept.
HAVRE & HAMBURG VIA STRAITS, AC.	ALMOND	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	

OCEAN STEAMSHIP COMPANY, LD.

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FOUR-NIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN AND HONKONG PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 2nd August.	
GLASGOW and LIVERPOOL	"PELEUS"	On 9th August.	
GLASGOW and LIVERPOOL	"CHING WU"	On 16th August.	
GLASGOW and LIVERPOOL	"ANTENOR"	On 23rd August.	
GLASGOW and LIVERPOOL	"CYCLOPS"	On 30th August.	
GLASGOW and LIVERPOOL	"BELLEROPHON"	On 6th September.	
GLASGOW and LIVERPOOL	"KINTUCK"	On 13th September.	
GLASGOW and LIVERPOOL	"TERRAI"	On 20th September.	
GLASGOW and LIVERPOOL	"MACHAON"	On 27th September.	

HOMEWARDS.

FROM	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"PINGSEY"	On 31st July.	
LONDON, AMSTERDAM and ANTWERP	"PATROCLES"	On 7th August.	
LONDON, AMSTERDAM and ANTWERP	"ORISTES"	On 14th August.	
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 21st August.	
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 28th August.	
LONDON, AMSTERDAM and ANTWERP	"ALCINOUS"	On 30th August.	

* Taking Cargo for Liverpool at London Rates and taking Cargo for Genoa, Marseilles and Hull to connect with "Asynux" at Singapore.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS	"TELEMACHUS"	On 4th August.	
NAGASAKI, KOBE and YOKO-	"BELLEROPHON"	On 1st September.	
HAMA			

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"TYDEUS"	On 15th August.	
	"STENTOR"	On 22nd August.	

For Freight, apply to

BUTTERFIELD & SWIRE,

Hongkong, 25th July, 1906.

AGENTS. [9-10]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
MANILA, SHANGHAI, NINGPO and SHANGHAI	"TELEMACHUS"	On 31st July.	
SHANGHAI and NINGPO	"CHING WU"	On 1st August.	
SHANGHAI and NINGPO	"SUNGKIANG"	On 8th August.	
YOKOHAMA and KOBE	"YUENHANG"	On 15th August.	
YOKOHAMA and KOBE	"TIANAN"	On 22nd August.	
YOKOHAMA and KOBE	"KWEIYANG"	On 29th August.	
YOKOHAMA and KOBE	"YUENHANG"	On 5th September.	
YOKOHAMA and KOBE	"TIANAN"	On 12th September.	
YOKOHAMA and KOBE	"KWEIYANG"	On 19th September.	

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 25th July, 1906.

AGENTS. [11]

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
MANILA, SHANGHAI, NINGPO and SHANGHAI	"TELEMACHUS"	On 31st July.	
SHANGHAI and NINGPO	"CHING WU"	On 1st August.	
SHANGHAI and NINGPO	"SUNGKIANG"	On 8th August.	
YOKOHAMA and KOBE	"YUENHANG"	On 15th August.	
YOKOHAMA and KOBE	"TIANAN"	On 22nd August.	
YOKOHAMA and KOBE	"KWEIYANG"	On 29th August.	
YOKOHAMA and KOBE	"YUENHANG"	On 5th September.	
YOKOHAMA and KOBE	"TIANAN"	On 12th September.	
YOKOHAMA and KOBE	"KWEIYANG"	On 19th September.	

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidship. Unrivaled Table. * Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Building, Hongkong, 25th July, 1906.

T. ARIMA, Manager. [14]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days across the Pacific to the "EMERALD LINE." Saving 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMERALD OF CHINA" 6,000	WEDNESDAY, 1st Aug.	22nd Aug.
"TARTAR" 4,425	WEDNESDAY, 8th Aug.	1st Sept.
"EMERALD OF INDIA" 6,000	WEDNESDAY, 22nd Aug.	12th Sept.
"ATHENIAN" 3,882	WEDNESDAY, 5th Sept.	26th Sept.
"EMERALD OF JAPAN" 6,000	WEDNESDAY, 19th Sept.	10th Oct.
"MONTEAGLE" 4,163	WEDNESDAY, 3rd Oct.	27th Oct.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, FAIRLY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.

Intermediate on Steamers £40, and 1st Class Rail £42.

R.M.S. "MONTEAGLE" "TARTAR" "ATHENIAN" carry "Intermediate" passengers only to Intermediate ports, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya, opposite Blake Pier.

[6]

EAST ASIATIC CO., LTD.

COPENHAGEN.

RUSSIAN EAST ASIATIC CO., LTD.,

ST. PETERSBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR COPENHAGEN AND BALTIC PORTS.

S.S. "KINA"	on or about the 15th Aug.	from Hongkong.
S.S. "SIBIRIEN"	on or about the 15th Sept.	from Hongkong.

FOR SHANGHAI, YOKOHAMA, KOBE AND TONGKAI.

S.S. "SIBIRIEN"	on or about the 2nd Aug.	from Hongkong.
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For Further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 25th July, 1906.

[1357]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN. EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES, 1906
WEDNESDAY	1st August
WEDNESDAY	15th August
WEDNESDAY	29th August
WEDNESDAY	12th September
WEDNESDAY	26th September
WEDNESDAY	10th October
WEDNESDAY	24th October
WEDNESDAY	7th November
WEDNESDAY	21st November

ON WEDNESDAY, the 1st day of AUGUST, 1906, at Noon, the Steamship "BAYERN" will leave this Port at noon, calling at Naples, Genoa, and GIBRALTAR, and will arrive at Hongkong on TUESDAY, the 31st July. Cargo and Passengers will be received on board until 5 p.m. on TUESDAY, the 31st July, and will be received at the Agency's Office until Noon, on TUESDAY, the 31st July. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lb. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class

TO NAPLES, GENOA AND GIBRALTAR return 231 0 0 412 0 0 222 0 0

TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG return 91 0 0 163 0 0 83 0 0

TO NEW YORK VIA SUEZ return 65 0 0 44 0 0 21 0 0

TO NAPLES, GENOA OR GIBRALTAR return 115 0 0 79 0 0 47 0 0

TO BREMEN OR SOUTHAMPTON return 68 0 0 46 0 0 27 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or GIBRALTAR and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT: Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
WEDNESDAY	1st August
WEDNESDAY	15th August
WEDNESDAY	29th August
WEDNESDAY	12th September
WEDNESDAY	26th September
WEDNESDAY	10th October
WEDNESDAY	24th October
WEDNESDAY	7th November
WEDNESDAY	21st November

ON TUESDAY, the 31st AUGUST, at Noon, the Steamship "WILLEHAD" will leave this Port at noon, calling at Naples, Genoa, and GIBRALTAR, and will arrive at Hongkong on TUESDAY, the 31st July. Cargo and Passengers will be received on board until 5 p.m. on TUESDAY, the 31st July, and will be received at the Agency's Office until Noon, on TUESDAY, the 31st July. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lb. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class 2nd Class 3rd Class

TO MANILA return 330 0 0 330 0 0 330 0 0

TO NEW GUINEA return 328 0 0 328 0 0 328 0 0

TO BRISBANE return 323 0 0 323 0 0 323 0 0

TO SYDNEY return 323 0 0 323 0 0 323 0 0

TO MELBOURNE return 323 0 0 323 0 0 323 0 0

TO YOKOHAMA return 323 0 0 323 0 0 323 0 0

TO KOBE return 323 0 0 323 0 0 323 0 0

TO YOKOHAMA and back from KOBE return 323 0 0 323 0 0 323 0 0

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 237 0 0

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 237 0 0

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

* YOKOHAMA and KOBE "WILLEHAD" Wednesday, 1st Aug.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA "PRINZ EITEL FRIEDRICH" Wednesday, 1st Aug.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA "SACHSEN" Wednesday, 15th Aug.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates: 1st Class

To London via Plymouth or Southampton 462 0 0

To Bremen 63 10 0

To Paris via Cherbourg 65 0 0

To Naples, Genoa via Gibraltar 65 0 0

For further Particulars, apply to

JARDINE, MATHESON & CO.,

GENERAL MANAGERS. [18]

Hongkong, 25th July, 1906.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN:

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	Second half of July	JAVA PORTS	First half of August
TJILATJAP	JAVA	Second half of July	JAPAN PORTS	First half of August
TJIMAH	JAVA	Second half of August	JAPAN PORTS	Second half of August
TJILWONG	JAPAN	Second half of August	JAVA PORTS	Second half of August

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 25th July, 1906.

Telephone No. 375.

[16]

SHIPPING IN PORT.

A. B. Broer, Norwegian str., 341, Andersen, 14th July—Shanghai 8th July, Earthenware—Order.

ALABAMA, British str., 1,233, A. E. Ellis, 25th July—Salina Cruz 10th July, General.

AMARA, British str., 1,355, C. J. Matlock, 23rd July—Hongkong 20th July, Coal—Jardine, Matheson & Co.

APENIN, German str., 311, H. B. Gantard, 27th July—Pakhoi 24th July and Hailow 26th, General, Jensen & Co.

ARRATON ARCAW, British str., 2,431, E. Foy, 22nd July—Calcutta 6th July, Poonar 12th and Singapore 7th, General, David Sassoon & Co.

ARROW, British str., 2,307, H. H. Hough, 26th July—Newcastle 4th July, Coal—Shewan, Tomes & Co.

BRAND, Norwegian str., 1,520, M. Evensen, 9th July—Sourabaya 26th June, Sugar.

Sauder, Winder & Co.

COTTIC, British str., 2,741, W. Finch, 20th July—San Francisco 27th June, Mails and General—O. & S. N. Co.

DAROTAN, British str., 2,381, Ross, 22nd July—San Francisco and Shanghai 19th July.

Kerosene Oil—Standard Oil Co.

EMMA LARSEN, German str., 1,159, G. Nordmann, 10th July—Mauritius 22nd May, Sugar—Chinow.

EMPEROR OF CHINA, British str., 3,046, R. Archibald, R.N.R., 24th July—Vancouver 2nd July and Shanghai 21st, Mails and General—C. P. R. Co.

ESANA, British steamer, 1,127, L. A. Muir, 27th July—Newchwang 17th July, Chafso 18th, General—Jardine, Matheson & Co.

FRI, Norwegian str., 900, Wagle, 14th July—Hongkong 10th July, Coal—Aagaard, Thoresen & Co.

HANS WAGNER, German str., 563, J. Kage, 20th June—Saigon 17th June, Rice—Lau, Wenzner & Co.

HILARY, German str., 1,270, Uecker, 14th July—Swatow 13th July, Ballast—Sander, Winder & Co.

INDRAVALL, British str., 3,738, S. Callington, 20th July—Chafso 19th July, Gibb, Livingston & Co.

JENNER, British str., 3,120, Thomson, 26th July—Japan 20th July, General—Arnhold, Karberg & Co.

KUTSANO, British str., 1,834, R. D. Bradley, 23rd July—Singapore 17th July, General.

Kwan, Chinese str., 1,236, W. H. Lunt, 26th July—Shanghai 2nd July, General—C. M. S. N. Co.

KWEICHOW, British str., 1,215, G. Hooker, 21st July—Tientsin 9th July, General—Butterfield & Swire.

LABOR, Norwegian str., 991, A. E. Olsen, 22nd July—Maji 15th July, Coal—Aagaard, Thoresen & Co.

LISA, Swedish str., 1,577, H. Hornblad, 22nd July—Sourabaya 10th July, Sugar—Sander, Winder & Co.

LOYAL, German str., 1,237, Fr. Natkins, 21st July—Bangkok 13th July, Rice and General—Sander, Winder & Co.

MATHILDE, German str., 833, N. Schenemann, 20th July—Maji 14th July, Coal—Jensen & Co.

MAUSVIG, British str., 1,644, R. Houghton, 27th July—Sandakan 2nd July, Timber and General—Jardine, Matheson & Co.

NEIL MACLEOD, Amer. str., 902, E. Corral, 19th June—Manila 16th June—Barretto & Co.

NORP, Norwegian str., 732, G. Haraldsen, 19th July—Chinkiang 13th July, Peanuts—Order.

N. S. DE ROSARIO, Amer. str., 715, M. Lopez Blanco, 12th June—Manila 9th June—Barretto & Co.

PETRARCH, German str., 1,252, R. Haje, 12th June—Saigon 7th June, Rice and General—Sander, Winder & Co.

PROVIDENCE, Norwegian str., 683, Skarrebø, 16th June—Saigon 12th June, Rice—Chinow.

QUINTA, German str., 984, F. Frhm, 13th July—Bangkok 4th July, Rice and General—Jensen & Co.

RAJAHULI, German str., 1,184, O. Koch, 27th July—Bangkok 20th July, Rice—Melchers & Co.

REIN, Norwegian str., 732, N. C. Mathisen, 4th July—Rajang 27th June, Timber—Bradley & Co.

SIGNAL, German str., 900, G. Soldatier, 23rd July—Bangkok 15th July, Rice—Order.

